

Lawrence. Now on her voyage to San Francisco. Owned by Chamberlain & Phelps.
June 26—Steamship Roanoke, 1,050 tons burthen, 221 feet long, 32 feet beam, 17 feet hold. Now running between this city and Richmond, Va., via Norfolk and Petersburg, under the command of Capt. Parikh. Engines by C. Morgan. Owned by the New York and Virginia Steamship Company.
Sept. 8—Clipper ship Mercury, 1,350 tons, 133 feet long, 38 1/2 feet beam, 11 1/2 feet deep. Now in Boyd & Hinckley's line of Havre packets, on her first voyage, under the command of Capt. Conn.
Nov. 11—Clipper ship Aramingo, now loading for San Francisco. She is 1,700 tons burthen, 148 feet long, 39 1/2 feet beam, 11 1/2 feet deep. Engines by Messrs. Chamberlain & Phelps.
Nov. 13—Pilot boat Enchantress, 75 tons, 60 feet long, 10 feet beam, 7 feet deep.

On the stocks.
Steamship Saratoga, for the New York and Virginia Steamship Company, to run in connection with the Roanoke, between this city and Richmond and of the same dimensions as the R. R. M. T. M. is building her engines.
WM. H. BROWN, 27th STREET.

Aug.—A steamboat for the Delaware and Hudson Canal Co., about 120 tons burthen. Engine built by Dunham & Co.
Aug.—The celebrated yacht America, since sold in England, and sailing under that flag. She is 180 tons burthen, 40 feet long, 10 feet beam, and 80 feet deep.

Sept.—Yacht Silvio, owned by Louis DeLoe, 110 tons burthen.
Sept. 20—Steamship Daniel Webster, 1,100 tons burthen, 225 feet long, 30 feet beam, and 20 feet deep. Engines manufactured at the Allaire Works. The D. W. is now running between New York and Nicaragua, in Conn. Vanderbilt's line, by whom she is owned.
Nov. 1—Steamship Delaware, for Capt. Sanford, of about 700 tons burthen; length, 220 feet; beam, 23 feet; depth, 10 1/2 feet. Engine now being put into her at the Allaire Works.

Nothing on the stocks.
JEREMIAH SIMONSON, EIGHTEENTH STREET.

Sept. 27—Steamboat Central, for C. Vanderbilt's California line, and employed on Lake Nicaragua. She is 150 feet on deck, 30 feet beam, and 8 feet deep, and of about 330 tons burthen.
Oct. 25—Steamship Northern Light, also for C. Vanderbilt's line, and running hence to Chicago, in connection with the Daniel Webster. She is 2,000 tons burthen, 260 feet long on deck, 38 feet beam, and 22 feet deep.

Dec. 1—Steamship Wasp, for the Staten Island Ferry. Owned by C. Vanderbilt. She is 150 feet long, 23 feet beam, and 11 feet deep, and rated about 550 tons.
On the stocks.

Steamship San Juan, for C. Vanderbilt's California line. She will be finished in about three months. Her length is 230 feet; beam, 33 feet; depth, 20 feet; burthen, about 1,200 tons.
WM. COLLIER, NINETEENTH STREET.

April 5—Propeller Jerry Sherman, running between New Baltimore and this city, and owned by Sherman Southwick & Co. She is 375 tons, 100 feet long, 30 feet beam, and 8 feet deep. Engine built by M. G. Birckbeck.
May 8—Schooner William G. Chase, built for Captain Johnson, her commander. This vessel was lost in a gale last October, while engaged carrying freestone from Connecticut river. She was 125 tons burthen, 70 feet long, 25 feet beam, and 7 feet deep.

May 10—Steamship Thomas Hunt, now running between this city and Newbury. She is 355 tons burthen, (C. M.) 112 feet long, 30 feet beam, and 8 feet deep. Owned by the Redbank Steam Co.
Sept. 13—Steamship Meteor, owned by Messrs. Harris & Morgan, of New Orleans, and employed in the mail service between that city and Texas, under the command of Captain Lawless. She is about 900 tons burthen, 130 feet long, 29 feet beam, and 10 feet deep. M. C. Morgan, of the Morgan Works, built her machinery.

Oct. 25—Steamship Texas, for the same parties, and employed in the same trade. She is 1,200 tons burthen, 215 feet long, 34 feet beam, and 10 feet deep, and 7 feet between decks. Machinery by the same.
On the stocks.

Steamship Black Warrior, for the Mobile trade, of about 1,700 tons, carpenter's measurement. Length, 225 feet; beam, 37 feet; 11 feet; and between decks, 7 feet. Owners, Messrs. Livingston & Meade.
Steamboat Forest City, for the Portland Steam Packet Co.; about 650 tons; 215 feet long; 27 feet beam, and 10 1/2 feet deep.

Mr. Folkes built and launched, in the early part of the summer, two of the Mexican government schooners contracted for by Mr. W. H. Webb, called the Mary C. Allen and Clifton. They are of equal dimensions, viz.: Length, 70 feet; beam, 20 1/2 feet; hold, 7 1/2 feet; and measure 107 tons. They were furnished complete, with armaments, &c., by Mr. W. H. Webb.

WM. COLLIER, NINETEENTH STREET.
Jan. 4—Steamboat C. Durant, employed in the towing business—150 tons burthen; 100 feet long; 19 feet beam; and 7 feet deep. Owned by B. & F. Betts.
Feb. 8—Steamboat Achilles, likewise in the towing business. Burthen, 501 tons; length, 168 feet; beam, 27 feet; depth, 11 1/2 feet. Engine by Dunham & Dixon. Owned by Sturgis & Co.

Aug. 7—Steamboat Henry Clay, on the Albany route. Burthen, 504 tons; length, 204 feet; beam, 27 1/2 feet; depth, 8 1/2 feet. Engine by Cunningham, Belknap & Co. Owned by the builder.
July 3—Steamboat Geo. Washington, running between Washington and Alexandria. Burthen, 277 tons; length, 140 feet; beam, 24 feet; depth, 7 1/2 feet. Engine by Cunningham, Belknap & Co. Owned by the Washington and Alexandria Steamboat Company.

Sept. 13—Steamship United States, now fitting for the New York and Galway line. Burthen, 1,900 tons; length, 227 feet; beam, 34 feet; depth, 21 feet. Machinery built at the Morgan Works. Owned by Jones & Johnson.
Mr. Collier also built, during the summer, a steamboat on Lake Champlain, for the navigation of that lake. She is about 500 tons burthen; length, 150 feet; beam, 31 feet; depth, 9 1/2 feet. Her machinery was supplied from the Chelsea Iron Works.

On the stocks.
A steamboat for himself, of 275 tons burthen, 150 feet long, 22 feet beam, and 7 1/2 feet deep. She will be launched about the 1st of March, with most of her machinery aboard.

WILLIAM AMSBURG.
MISSISSIPPI, FULTON AND STARK.
Jan. 4—Clipper ship Ino, owned by Messrs. Siffkin & Ironside, and built under the superintendence of Capt. E. Little, her commander. She is 900 tons burthen, 100 feet long on deck, 35 feet beam, and 19 feet deep. She is now on her first voyage from San Francisco to China.
Jan. 15—Screw steamship Lafayette, built for Mr. J. G. Williams. This vessel made one voyage to Europe from Philadelphia, and was then sent to Chagres, at which place she was destroyed by fire, while waiting passengers to return, on the 11th September last. She was 150 tons burthen, 50 feet long, 33 feet beam, and 25 feet deep. Her engines were built by Messrs. Hogg & Delamater.

May 3—Clipper ship Eagle, owned by Messrs. Harbeck & Co. She is 1,400 tons burthen, 100 feet long on deck, 39 feet beam, and 22 feet deep. She is now at San Francisco, under command of Capt. Farran.
May 17—Brig Granada, for Messrs. Harbeck & Co., new in the Central American trade, under command of Capt. Farran, son of the captain of the clipper ship Eagle. She is 330 tons burthen, 113 feet long, 20 feet beam, and 12 feet deep.

May 23—A ferry boat for the Williamsburg Ferry Company about 325 tons, 115 feet long, 30 feet beam, and 11 feet deep. The engine was put in her by Messrs. Collier & Co.
May 25—Brig Olivia, owned by Jas. Howell & Co., and employed in the Liverpool and Liverpool trade, under the command of Captain Spurl. Her burthen is about 600 tons; length, 130 feet; beam, 22 feet; and 17 feet 10 inches deep.

June 21—Screw steamship City of Pittsburgh, now running between Philadelphia and Liverpool, in connection with the steamship City of Manchester and City of Glasgow. She is 2,250 tons burthen (government measurement), 260 feet long, 40 feet beam, and 26 feet deep. She is owned by the Pennsylvania Steamship Company, and commanded by Captain Wm. Stoenbury. Her engines were built at the West Point Foundry.

July 1—Clipper ship Harrier, 500 tons burthen, 125 feet long, 32 feet beam, and 17 feet deep. The H. was built for a Cuban house, and is now employed between that island and the coast of Africa.
September 6—Clipper ship John Stuart, 1,700 tons register, 205 feet long, 42 feet 6 inches beam, and 28 feet deep. She is owned by J. & S. Stuart & Co., and employed in the Liverpool trade, under the command of Captain Watson Peris.

September 26—Schooner Cataract, now in the New York and Savannah trade; owned by Messrs. N. L. McCready & Co. Length, 110 feet; beam, 20 feet; depth, 11 feet. Burthen, 320 tons.
On the stocks.

A clipper ship, for Messrs. Harbeck & Co., of about 1,100 tons, 185 feet long, 35 feet beam, and 21 1/2 feet deep. She is intended for the China trade, and will be launched about the first of April.
A 200 ton brig M. M. Freeman & Co. to be employed in the West India fruit trade. She is 100 feet long, 28 feet beam, and 10 feet deep. Will be ready the early part of this month.

A schooner of about 300 tons, just commenced, for Mr. Wm. A. Whitehead, of S. C., 120 feet long, 29 feet beam, and 9 feet deep; to be employed in the South Carolina trade. She will be launched about the first of June next.
A sloop of about 75 tons, for W. Lake & Brother, 70 feet long, 27 feet beam, 7 1/2 feet deep; for the same trade. Will be ready to launch shortly.

A ferry boat for the Williamsburg Ferry Company, 115 feet long, 30 feet beam, and 12 feet deep. Engine building at the Allaire Works.

GREEN POINT.
JAMES WILLIAMS & CO.
Oct. 11—Propeller South Carolina, to trade between Charleston and Liverpool, and owned by a company in the former city. She is 1,000 tons burthen, 200 feet long, 37 feet beam, and 30 feet deep. She is now lying at pier 36 North river, where she is receiving her machinery from the West Point Foundry.

On the stocks.
Clipper ship Tornado, about 2,000 tons burthen, 235 long, 41 wide, and 38 deep. The T. is intended for the San Francisco and China trade, and will be commanded by Capt. Mumford, late of the Wisconsin, by whom she is privately owned. She will be launched the early part of this month.

This firm has also just commenced a schooner of about 340 tons for the Southern trade.
MR. S. SUNDEN.
Launched.
Feb. 20—Barge Sanguinaria, for Thomas Powell & Co., Newburg; built in the short space of sixty days. She is 575 tons burthen, 140 feet long, 30 feet beam, and 8 1/2 feet deep.

Oct. 27—Steamboat Florida, to run between Charleston and Jacksonville, Fla.; 340 tons burthen, 145 feet long, 27 feet beam, and 9 feet deep. She is now receiving her machinery from Messrs. Pease & Murphy.
Dec. 9—Steamboat General Concha, built for Messrs. Pease & Murphy, who fit her up for Mr. R. Renventor, of Cuba. Her burthen is 370 tons; she is 150 feet long, over all, 27 feet beam, and 8 feet deep.

Mr. A. also launched, during January, from his late yard, off Grand street, N. Y., the steamboats Calcutta and Gordon, now running between Charleston and Savannah. They are of equal tonnage and dimensions, viz.: 175 feet long, 23 feet beam, and 11 feet deep, and 500 tons burthen.

A steamboat for the Hartford and New York steamboat Co., to run between those two cities. Her decks are laid, and she is being planked up. She is 900 tons burthen, 272 feet long, over all, 35 1/2 feet beam, and 10 1/2 feet deep.

MISSISSIPPI, FULTON AND STARK.
This is a new firm. Their first vessel, a steamboat, launched in 1850, from Boston and Ocala, is now on the stocks. She is 210 feet long, 30 feet wide, and 10 feet deep, and about 600 tons burthen.

KICKAPOO WARD.
This gentleman launched, severally, on the 15th, 16th and 17th of May, four vessels for the Mexican government, viz: the schooners Benita, Antonio, and Cayetano, and steamer Edgar on the 23d July. The schooners were contracted for by Mr. W. H. Webb, who furnished them with armaments, &c. They are of equal dimensions—55 feet deck, 19 beam, and 7 feet hold, and measure 80 tons each. The steamer is 135 feet on deck, 24 beam, and 9 1/2 feet hold, and is 310 tons burthen. She is furnished with an oscillating engine, the first vessel ever fitted with a single engine of that kind in this country. It made at a much less cost than the side lever, and we understand this has given entire satisfaction by the admirable manner in which it works.

HOBOKEN.
ISAAC C. SMITH.
Launched.
April 19—Ship Margaret Milla, 550 tons register, 120 feet long in the keel, 30 feet beam, and 15 feet depth of hold. In the Buenos Ayres trade, under command of Capt. Jas. Adams. Owned by W. W. De Forest & Co.

May 29—Steamer Wilson Small, 300 tons register, 150 feet keel, 23 feet beam, and 7 1/2 feet hold. Running between this city and Keyport.
June 12—Ship Parana, 650 tons register, 122 1/2 feet long in the keel, 30 1/2 feet beam, and 16 feet depth of hold. In the Buenos Ayres trade. Capt. Samuel Langston, master. Owned by O. J. Hayes & Co.

Oct. 25—Clipper ship Hibernia, Capt. V. H. Jones, now on her way to San Francisco. She is 1,600 tons register, 206 feet long on her keel, 40 feet beam, and 22 feet deep. Owned by C. W. & A. Thomas.
Nov. 8—Bark Camilla, 250 tons register, 110 feet long on the keel, 26 feet beam, and 9 feet deep. In the St. Thomas trade, under command of Capt. Busch. Owned by Messrs. Gruner & Co. of St. Thomas.

On the stocks.
A steamer for the Camden and Ansony Railroad Co., of 800 tons register, 240 feet long, 30 feet beam, and 10 1/2 feet hold. She is a heavy freight-boat; will be launched about the 1st of March.

CATER AND ALLISON.
May 1—Ferryboat James Watt, for the Hoboken ferry. Burthen about 600 tons; length on deck, 150 feet; beam, 34 feet, 11 feet. Engine by Hogg & Delamater.
July 22—Clipper ship Oliver H. Lee, for the Virginia trade. Burthen about 220 tons; 100 feet long on the keel, 27 feet beam, and 8 feet hold. Owned by O. Clarke, of Jersey City.

Oct. 4—Schooner Charles P. Williams, of about 230 tons; length of keel, 90 feet; beam, 27 feet, 8 1/2 feet. Owned by J. Falkenberg.
Dec. 9—Propeller New York, for the New York and Boston trade; owned by Messrs. Moller & Lord, of this city, and P. Sprague and others, of Boston. She is of about 800 tons burthen, is 165 feet on the keel, 26 1/2 feet beam, and 18 feet hold. She is now receiving her machinery at the foot of Thirtieth street, from the foundry of Hogg and Delamater.

Dec. 20—Steamer Independence, now fitting for the Chesapeake route, but originally intended to run between New Orleans and Texas. Her dimensions are 230 feet on deck, 36 beam, and 11 hold, and is a little under 900 tons burthen, actual measurement. She is commanded by Capt. Stoddard.

This firm also constructed and shipped off to China, about the 1st of last April, two steamers. The largest is 840 tons burthen, and the smaller 180 tons. The latter (the Castilla) is for the coasting, and the latter (the Minerva) for the river trade. They are owned by H. H. Hall; their machinery by Hogg and Delamater.

On the stocks.
A schooner for James Spofford and others, 255 tons burthen, 102 feet long on the keel, 28 feet beam, and 9 feet hold. She will be launched about the middle of this month.

An iron barge, 255 tons, 125 feet long, 25 feet wide, and 8 feet deep. Will be launched about the 1st February. A ferry boat for the Jersey City ferry just commenced. She is 150 feet long, 33 feet beam, and 10 1/2 feet deep; burthen, 450 tons.

The following table shows the number and description of vessels launched in 1850, and on the stocks at the close of that year, compared with those at the close of 1851:—

	1850.	1851.
Vessels launched	64	66
Vessels on the stocks at the close of the year	31	24
Total	95	90

Excess of tonnage in 1850 over 1851, 7,538

MORTALITY OF NEW YORK CITY.

We to-day furnish our usual yearly statistics relative to the mortality of the city. The subjoined table exhibit in succinct, comprehensive form, the number of deaths that have occurred in this city and county, in each month, during the past year; the number of persons of each sex; the names of the countries (as far as could be ascertained) of which they were natives; the assigned causes of death, and the various periods of life at which the deaths have taken place. Also, the total mortality from each disease during 1851, compared with 1850.

The whole number of deaths, reported to the City Inspector, during the past year, including 1,398 still born infants, was 20,865. Of the 19,610 born alive, less than one-half (9,258) attained the age of five years. During the year 1850, the total mortality (including 1,152 still born infants) was 16,975; showing an increase of mortality during the last year of 3,887 over the preceding one.

MONTHLY AND TOTAL MORTALITY OF EACH SEX.			
Month.	Males.	Females.	Total.
Jan.	2,309	2,322	4,631
Feb.	2,309	2,322	4,631
March.	2,309	2,322	4,631
April.	2,309	2,322	4,631
May.	2,309	2,322	4,631
June.	2,309	2,322	4,631
July.	2,309	2,322	4,631
Aug.	2,309	2,322	4,631
Sept.	2,309	2,322	4,631
Oct.	2,309	2,322	4,631
Nov.	2,309	2,322	4,631
Dec.	2,309	2,322	4,631
Total.	20,865	20,865	41,730

—Total number of males, 10,779; females, 8,871, of these, 460 were persons of color.

AGES.

Year and sex.	Under 5 years.	5 to 10 years.	10 to 15 years.	15 to 20 years.	20 to 25 years.	25 to 30 years.	30 to 35 years.	35 to 40 years.	40 to 45 years.	45 to 50 years.	50 to 55 years.	55 to 60 years.	60 to 65 years.	65 to 70 years.	70 to 75 years.	75 to 80 years.	80 to 85 years.	85 to 90 years.	90 to 95 years.	95 to 100 years.	Total.
Male.	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	12,580
Female.	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	1,258	12,580
Total.	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	2,516	25,160

PLACES OF NATIVITY.

Country.	Male.	Female.	Total.
United States.	13,113	13,113	26,226
Ireland.	4,113	4,113	8,226
Germany.	1,113	1,113	2,226
France.	1,113	1,113	2,226
Sweden.	1,113	1,113	2,226
Denmark.	1,113	1,113	2,226
Belgium.	1,113	1,113	2,226
Switzerland.	1,113	1,113	2,226
Spain.	1,113	1,113	2,226
Italy.	1,113	1,113	2,226
Portugal.	1,113	1,113	2,226
England.	1,113	1,113	2,226
Scotland.	1,113	1,113	2,226
Prussia.	1,113	1,113	2,226
Austria.	1,113	1,113	2,226
Poland.	1,113	1,113	2,226
Hungary.	1,113	1,113	2,226
Sweden.	1,113	1,113	2,226
Denmark.	1,113	1,113	2,226
Belgium.	1,113	1,113	2,226
Switzerland.	1,113	1,113	2,226
Spain.	1,113	1,113	2,226
Italy.	1,113	1,113	2,226
Portugal.	1,113	1,113	2,226
England.	1,113	1,113	2,226
Scotland.	1,113	1,113	2,226
Prussia.	1,113	1,113	2,226
Austria.	1,113	1,113	2,226
Poland.	1,113	1,113	2,226
Hungary.	1,113	1,113	2,226
Sweden.	1,113	1,113	2,226
Denmark.	1,113	1,113	2,226
Belgium.	1,113	1,113	2,226
Switzerland.	1,113	1,113	2,226
Spain.	1,113	1,113	2,226
Italy.	1,113	1,113	2,226
Portugal.	1,113	1,113	2,226
England.	1,113	1,113	2,226
Scotland.	1,113	1,113	2,226
Prussia.	1,113	1,113	2,226
Austria.	1,113	1,113	2,226
Poland.	1,113	1,113	2,226
Hungary.	1,113	1,113	2,226
Sweden.	1,113	1,113	2,226
Denmark.	1,113	1,113	2,226
Belgium.	1,113	1,113	2,226
Switzerland.	1,113	1,113	2,226
Spain.	1,113	1,113	2,226
Italy.	1,113	1,113	2,226
Portugal.	1,113	1,113	2,226
England.	1,113	1,113	2,226
Scotland.	1,113	1,113	2,226
Prussia.	1,113	1,113	2,226
Austria.	1,113	1,113	2,226
Poland.	1,113	1,113	2,226
Hungary.	1,113	1,113	2,226
Sweden.	1,113	1,113	2,226
Denmark.	1,113	1,113	2,226
Belgium.	1,113	1,113	2,226
Switzerland.	1,113	1,113	2,226
Spain.	1,113	1,113	2,226
Italy.	1,113	1,113	2,226
Portugal.	1,113	1,113	2,226
England.	1,113	1,113	2,226
Scotland.	1,113	1,113	2,226
Prussia.	1,113	1,113	2,226
Austria.	1,113	1,113	2,226
Poland.	1,113	1,113	2,226
Hungary.	1,113	1,113	2,226
Sweden.	1,113	1,113	2,226
Denmark.	1,113	1,113	2,226
Belgium.	1,113	1,113	2,226
Switzerland.	1,113	1,113	2,226
Spain.	1,113	1,113	2,226
Italy.	1,113	1,113	2,226
Portugal.	1,113	1,113	2,226
England.	1,113	1,113	2,226
Scotland.	1,113	1,113	2,226
Prussia.	1,113	1,113	2,226
Austria.	1,113	1,113	2,226
Poland.	1,113	1,113	2,226
Hungary.	1,113	1,113	2,226
Sweden.	1,113	1,113	2,226
Denmark.	1,113	1,113	2,226
Belgium.	1,113	1,113	2,226
Switzerland.	1,113	1,113	2,226
Spain.	1,113	1,113	2,226
Italy.	1,113	1,113	2,226
Portugal.	1,113	1,113	2,226
England.	1,113	1,113	2,226